#### NEW PUBLICATIONS.

THE GREAT PYRAMID-OBSERVATORY, TOMB AND TEMPLE. By Richard A. Proctor. 12mo, pp. 223. R. Worthington.

The Pyramid of Cheops was an antiquity in the days of Herodotus, and it will probably remain with its massive teatures unchanged when every other structure now standing on the earth shall have fallen into ruin. And yet the purpose for which this imperishable pile was built is a secret which has baffled investigation throughout all historic time. Under different theories at has passed for a temple, a tomb, an observatory, a granary, a royal treasurehouse, a defence against the sand, a place of refuge from the overflowing Nile. In these latter days it has been considered a divinely inspired revelation their malelic influence and to make available for in which the true system of the universe was symbelized, accurate measurements of our own planet. of the heavenly bodies and of the astronomical spaces were recorded, and the most abstruse facts in pure mathematics expounded—a prophecy in granite stimed that Cheops was entirely selfish in his purmarking especially as the tocal date in man's pose. The King was emphatically the State. The future history the exact time when the millennium is to begin-an everlasting witness of religious truth with its crowning stone the antitype of that Stone of Stumbling and Rock of Offence rejected by the builders but now placed here forever as the chief

Beyond question some of these views are erroneous, although when one is convinced with Professor Piagei Smyth and the Abbe Morgno that the great pyramid was reared by Melchizedec King of Salem and priest of the Most High, he can hardly escape from the belief that it has some profound religious significance. As a mathematical revelation, however, it may be said, without casting any reflection upon Melchizedec or any other reputed architect inspired or otherwise, that the pyramid does not amount to much. It is true that able mathematicians have ciphered out the ratio between the circumference and diameter of a circle from certain pyramid measurements. It is 'true also that setting out with the dimensions of the pyramid other upherers have deduced the size, shape and weight of the earth, the exact distance between the earth and the sun, the exact length in years of the great processional period in which the axis of the earth swings about a perpendicular to the ecliptic, and a great many other interesting astronomical measure nents, motions and relations. But one who is handy with figures can pick up a dozen or so of numbers at random and shuffle them through successive formulas until any desired distance, dimendon, period or ratio is evolved. It is therefore a prove that the Great Pyramid is smaller by several feet than Professor Smyth estimated it; for the given tofty ideals to the poet, the painter and the Professor can take his new figures and fix the millennium with the greatest facility at any date he may choose. Indeed, he would encounter no serious difficulty in deducing any theorem in the Principia or the Mechanique Celeste with either the new figures or the old ones, or in short with any other assortment of numbers.

Certainly the builders of the stupendous structure at Ghizeh possessed much accurate astronom-Great Pyramid, which was apparently intended to be placed exactly on latitude 300-or one-third of the distance between the equator and the pole. As | ing. It can be truthfully said that from the beginthe pole would seem to be at precisely the proper elevation. If, as the more devout theorists maintain, the Great Pyramid is placed to a nicety upon the absolute centre of the habitable land surface of any other great circle which cuts the pole, and the from the main topic; and there is no affectation of parallel of latitude which passes through the pyramid traverses more land than any other parallel-these theorists are correct in attributing this punctual location of the structure to supernatural influence rather than astronomical knowledge.

Again, the accurate orientation of the base lines of the pyramid might be ascribed to Divine inspiration, for it certainly was a problem of great diffithem in solving this problem. Mr. Proctor shows when the pyramids were constructed. It would seem from this that the builders had discovered the most successful method of astronomical observation which was available for determining the position of a north and south line. But not only did the architect of the pyramid possess considerable attainments in practical astronomy. In all probability the pyramid was built to serve some purpose connected with astronomy. Indeed, Procius asserts that the pyramid terminated in a square platform from which the priest took celestial observations. Before the apex was built upon this platform the great gallery would offer an accurate meridianal plane and a long vertical space to be swept by a transit circle. Mr. Proctor points out many other ways in which the truncated pyramid was admirably adapted for astronomical use, and shows that it might have remained for thousands of years the most important and useful observatory in the world. Indeed, he holds that if equipped with modern instruments it would have tetained its pre-em-

inence to this day. But here the difficulties begin to thicken. After all the knowledge and apparent devotion to science displayed by the builder and the immense mcchanical difficulties overcome, astronomy reaped little advantage from this magnificent structure, Centuries would roll away before any adequate harvest of knowledge could be garnered from the pyramia observations. But its purpose was plainly not scientific solely, for in a few years after it had been fitted for astronomical use-a score perhapsthe edifice was completed from the platform to the apex, the entrances scaled, and it then remained a mere case to hold the coffin of Cheops. But admitting the taste of Egyptian kings for monstrous tombs, it seems incredible that Cheops should have reared a structure grand enough to serve as the mansoleum of whole "dynastics of Pharaohs simply to hold his own dead body, and that there should be built near by sepulchres only less magnificent for his brother, his son and his grandson, Much of the mystery which shrouds the purpose of pyramids vanishes and many difficult questions are answered if the ingenious theory advanced by Mr. Proctor is adopted. This theory in brief is that the pyramid was a gigantic horoscope constructed for casting the nativity of Cheops after the Chaldean fashion. This theory explains the astronomical arrangements of the edifice, for the astronomy of those early days was essentially astrology. It explains why the observatory was only used during the life or Cheops and why it was prepared expressly for him. For each individual needed a special horoscope which could be used for no one else. Hence each king. Cheops, Cephren, Mycerinus and the rest, had a nativity pyramid of his own, constructed specially with relation to his own birth. No modern Zadkiel would think of discussing one man's horoscope on the square drawn and used for that of any other man. Therefore the platform square would be use less for astronomical purposes after the death of Cheops, and the pyramid would naturally be completed and become his tomb. The accurate orientation of the pyramid strengthens this theory, the four sides of the ordinary square scheme of nativ ity having always been placed with this reference to the cardinal points. The sloping tunnel which would serve no useful purpose for astronomical observations, would be precisely what the astrologer needed to cast the horoscope properly. The symbolical numbers dwelt upon by Professor Smyth-as for instance the number of inches in the four lines of the pyramid's base, which are equal to 100 times the number of days in a year-are just what the mysticism of Chaldean science might lead us to 100k . Hints from Herodotus, Manetho and the Scriptures make it probable that certain shepherdkings wandered from Ur of the Chaldees into Egypt and supervised the construction of these works so far as their astronomical farrangements were con-cerned, and Chaldes was the home of "star-gazers

These and many other considerations are set pression by Mr. Proctor. The only assumption which his theory demands is that Cheops had an unstaggering faith in astrology. This certainly is not an improbable supposition. Indeed, from what we know of astrology and its influence past and present ruled the fate of men and of nations. And since astrology claimed to do more than read the starsthat is, it claimed to rule them, to provide against good their benignant aspects-no care or expense or laborer time devoted to the construction of his nativity pyramid would have been considered exthus the pyramid would be a temple of the national religion when astrology was religion. This theory then reconciles the different uses for which th Great Pyramid was adapted. It explains the essential personal connection between the king and the work. It explains the astronomical arrangements of the structure, and why its purpose as an observatory was so soon fulfilled. It explains how it could be at once a temple and an observatory, and how it naturally would become a tomb. Moreover, if we admit that Cheeps with the other kings of his unfolding the future and directing him to triumphant success in all his royal undertakings, an adequate motive for the colossal work is at once

No other hypothesis begins to satisfy so many of the conditions presented in this problem of the pyramid, and it aught to be added as a strong negative argument in support of Mr. Proctor's position that no known fact respecting the pyramids or their bailders is inconsistent with the astrological theory.

THE RIGHT AND THE WRONG USES OF THE BI-BLE. By R. Henen Newton, Rector of Ali Souls' Church (Authon Memorial), New York. Pp. 264. John W. Lovell Company, New York.

The Bible always has been and probably always will be the supreme book of Christendom. Countless myriads of sculs have been sustained through life and comforted in death by its hopes and prom-It has shaped the destiny of races and nations matter of little moment that the latest surveys and has left its impress upon literature. It has guided the soaring aspirations of genius, and has sculpter. It has been a prop alike to the throne of the king, the chair of the pontiff, and the universal platform of the republican. It has been the innocent cause of many wars and persecutions; but it has been also for mankind a fountain of beneficence and goodness. It is the one book the less of which would be irreparable to the civilized world. The sermons before us profess to show the wrong

and teach the right uses of this great book. This ical knowledge. This is seen in the location of the fact would give them an importance even if they possessed little intrinsic merits of their own. But they have many merits and deserve a careful readning to the end there is not a dull page in them. of a point where with the most accurate observation Mr. Newton possesses the great merit of saying what he means in simple and foreible English. The reader is led on from one proposition to another, from one topic to another, feeling that he is following one who has some prace in view, and knows exthe globe-that is, if the meridian passing through actly how to get there in the easiest way. There its apex traverses more land and less water than are few foot-notes to distract the reader's attention pedantry in the citation of authorities. The views enunciated in these sermons embody the most proneanced results of the science of modern Biblical criticism. To a large number of Christian people But while they are the outcome of the new criticism, Mr. Newton also maintains with seeming fairness that their conclusions are in harmony with an culty before the invention of the telescope. But historical school of thought in the English Church fortunately these astronomical architects have probably left on record the methods employed by Bible here given "is." he says in the preface, "distinetly enunciated in the first sentence of the first that a long tube pointing toward the pole would be sermon in the Book of Homilies, set forth officially the best device for compassing this result. As a for the instruction of the people in both of these matter of fact the builders drilled a sloping tunnel | Churches: 'Unto a Christian man there can be nothfor 350 feet through solid rock and pointing di- ing more necessary or profitable than the knowledge rectly toward the lower culmination of Alpha of holy Scripture, forasmuch as in it is contained God's true word, setting forth His glory, and also man's duty.' The whole controversy in Protestantism over the Bible may be summed into the question wnether the Bible is God's word or contains God's word. On this question I stand with the Book of Homilies." These sermons, he adds in explanation, " were meant for that large and rapidly growing body of men who can no longer hold the traditional view of the Bible, but who yet realize that within this view there is a real and profound truth; a truth which we all need, if haply we can get it out from its archaic form without destroying its life, and can clothe it anew in a shape that we can intelligently grasp and sincerely hold. To such alone would I speak in these pages, to help them hold the substance of their fathers' faith."

The topic of the first sermon is "the unreal Bible," and its object is to show that the common popular notions about the divine authorship and infallibility of the Bible have no foundation in fact. The spiritual truth, Mr. Newton holds, has been gradually turned into an intellectual lie. The lie must be disproved before the truth can be accepted, else "the gulf between the popular superstitions and the thoughts of scholars may widen natil no bridge can span it, and religion perishes in it.' That the Bible is a book let down out of the skiesimmaculate, infallible, oracular-this perhaps expresses the traditional view with sufficient accuracy. This theory, Mr. Newton says, has no sufficient sauction by the Church; the Bible nowhere makes any such claim of infallibility for itself; but on the contrary, it carries the relutation of this theory on the face of its writings. " In the name of religion," Mr. Newton says, "let this unreal view of the Bible die! It has driven away from the real revelation held in these sacred writings increasing numbers, in the growing generations; deafening their ears by its irrational clamor to the voice of the Living God which whispers in these pages, through the holy men who spake as they were moved of the Holy Ghest. It has fathered the doubt which today sits, cheerless and chill, within the nearts and homes of thousands who once rejoiced in the warmth and light of God, but who now accept the alternative their teachers thrust upon them-'all or none '-and throw away the Blessed Book wherein God of old revealed Himself to them." The sermon that follows is on the " real Bible," and is a plea in behalf of the Bible properly understood and interpreted. In a true and real sense the author believes the Divine Spirit stored in the men who wrote it, and they "spake as they were moved by the Holy Ghost."

The two sermons on the wrong uses of the Bible will probably subject the author to the most searching and scathing criticism. Many persons will look upon them as closely bordering on impiety. The Bible itself, according to Mr. Newton, is intensely human throughout, and bears on every page the idiosyncrasies of its various authors; and it is not possible to-day for ecclesiastics to persuade men that criticism can tell us nothing about the Bible, or that it alone of all books in the world is exempt from the judgments of reason and common

Mr. Newton maintains that it is not to be used as a heathen oracle or as a fetich, but as a revelation of Divine righteousness, a teacher of a pure and exalted morality, and the inspiration of the pest thoughts of humanity. Some of its historical statements may not be verifiable; some of its miracles may be legends of a far-away golden age of heroes; its geology or its astronomy may be inaccurate. But these are only passing accidents. The real worth of the Bible, as Mr. Newton attempts to show in the last sermons of this volume, consists in the fact that it reveals the gradual evolution of religion and morality from lower to higher forms, until it flowered in the Man Jesus Christ, the Son of God. "Bother, then, with no theories of inspiration," says the author. "Never deny nor conceal the true human voices of these men who spake of and monthly prognosticators." The statement of old, but never fail to affirm the true Divine breath

Proclus that priests made their colestial observa- | in these men who spake as they were moved by the tious from the truncated pyramid is corroborative. Holy Ghost. And, since this is the power of the inasmuch as astronomy inspired by superstition is Bible, emphasize the Divine speaking; make every God-breathed word sound to the children's souls as the very voice of God; until, in simple faith and forth with much skill and his usual telicity of ex-Lord : Thy servant heareth!

Thy word is a lamp unto my feet, And a light unto my path.

"Such is the holy office of the Bible: such be its blessed service to our souls, and to the souls of our it is probable that Cheops believed more energet- dear children! May we walk in its light through ically than he believed anything else that the stars life; that in the valley of the shadow of death that light may still fall upon us."

AN AMERICAN NOVEL.

THE GENTLE SAVAGE. By EDWARD KING. 12me pp. 444. James R. Osgood & Co. Mr. King has written an American novel of a very pronounced type. Most of the action takes place in France and Switzerland, where American characters are brought into exciting relations with personages of the Old World, and thus in the choice of the scene weifare of Egypt and of its sovereign were one, and and the setting of the stage it follows recent conspicuous examples. The story however is by no means an imitation. It bears no resemblance in motive or treatment to Mr. James's studies in con trasted manners or to the charming and subtile ship with that of Mr. King's distinguished predece sors would be unjust, for not only are his literary methods unlike theirs, but his objects are quite different and his gift is distinct from theirs in kind rather than degree. He has been known as a facile and fively writer, excelling in vivid and often poetiline devoutly believed in astronomy as a means of | cal description, with great powers of observation and a sharp eye for the picturesque. His talent is ripening with use. A great deat of his early exuberance seems to have been corrected, without any loss -on the contrary, with a decided gain-of vivacity and strength. His pictures of Swiss scenery, hi sketches of life at the Swiss resorts in the touris led over the same ground, we traverse it again in Mr. King's company with a new interest. To a ma tured descriptive talent, he unites in "The Gentle Savage" imagination, humor the art of dramatic presentation and effective grouping and great skill in clear and rapid narration.

The Gentle Savage is an educated half breed Cher okee who goes to Europe as the representative of his people, in order to defeat the plans of a railway company which is meditating an invasion of the Indian Territory. An interview with a German-American banker, with whom the company is nego tiating for the sale of its bonds, leads the noble young barbarian into strange associations, and he finds himself involved in complications of an extra ordinary and distressing kind. We shall not spoil the reader's pleasure in an entertaining story by a premature disclosure of the plot, although the experienced devot e of novels will have no difficulty in guessing long in advance the fate of all the prin cipal characters. The chief merits of the book are pie, honorable, passionate, naturally refined and partly cultured, but wholly unconventional Indian in the midst of a highly artificial society; secondly the strong individuality of all the six or seven im portant personages, every one of whom deserves to be called a successful and consistent creation; and, thirdly, the ample variety of character, scenery and incident, there being quire enough of each to furnish two orthree ordinary novels. The dramatis per some fall into three groups, all involved with each other; the first embracing the Gentle Savage and the acy of Nikilists, while the central figures of the third are an American girl studying for the stage and her anxious and ungrammatical mother-not a important as the others in the development of the cally successful portraits in Mr. King's entire gallery. It is in the last mentioned of these-Mrs. Mer lin-a pathetic but an irresistibly droll figure-that the author's rich humor finds play. She is drawn with a bold free hand, but she is not overdrawn; and we have noted several instances in which Mr. King uses ber with admirable advoitness to heighten the effect of a striking scene with contrast and re-

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#### Copartnership Notices. 59 WALLST., NEW-YORK, April 1, 1883.

ON and after this date
Mr. PREDERICK W. FOOTE,
who has held our power of attorney for the past sixteen year
becomes a full partner.

JOHN J. CISCO & SON. THE COPARTNERSHIP heretofore existing under the firm name of JEREMIAH SKIDMORE'S SONS is this day dissolved by the death of Mr. Joseph R. Skidmore, and by its own limitation. The undersigned surviving partners will sign the name of the firm in liquidation. WILLIAM L. SKIDMORE, WILLIAM SKIDMORE BARRETT.

April 1, 1883.

The undersigned will continue the coal business as hereto fore under the same firm name of JEREMIAH SKIDMORE'S WILLIAM SKIDMORE, WILLIAM SKIDMORE BARRETT.

# Sales by Anction.

SPLENDID CHANCE for a JOURNALIST.—
THE DOVER ENQUIRER" and "DOVER DAILY REPUBLICAN."—Republican newspaper to be sold at public anction in Dover. N. H., on Thursday, April 12, 1883. Large circulation; leading paper in a large section of the State. Weekly and daily edition. Established 50 years. No other Republican paper in Dover. 12,009 inhabitants. To be sold only for purpose of settling estate of a deceased partner, the Hon. John R. Varney. For intriber particulars apply to E. A. SEECOMB, 63 Broad-st., New-York. LECONS de Français et d'espagnol.—Par Mme.

#### Ocean Steamers.

A NCHOR LINE. U. S. Mail Steamships. A NUMBER LINE.

Sail from New-York every Saturday for GLASGOW via L/3N BON DEBRY.

From Pier 20, North River:

DEVONIA, Mar. 31, 10 a. m., IETHIOP LA., April 14, noon, CIRCASSIA., April 7, 5a, m., I ANCHORIA, April 21, 3 p. m., Cabin passage, 800 to 830. Second Cabin, \$40, Steerage, Outward, \$28, Propaid, \$21.

LIVERPOOL AND QUEENSTOWN SERVICE.

From Pier No. 41, N. R., New-York:

FURNISSIA Sails April 21, May 26, Jane 30,

BELGRAVIA "May 12, June 16, July 21,

CITY OF ROME June 10, July 14, August 18,

Cabin passage, \$60 to \$125; according to accommedation CITY OF ROME

Calin passage, \$60 to \$125; according to accommodations,
second Cabin and Steerage as above.

Anchor Line Drafts issued at lowest rates are paid free of
charge in England, Scotland and Ireland.

For passage, Cabin Prans, Book of Tours, &c., apply to
HENDERSON BROTHERS, 7 Bowling Green

BORDEAUX LINE.

New and direct line to the South of France.
NEW.YOEK AND BORDEAUX DIRECT.
CHATEAU LAOYLLE, 4,000 tons. Wed., Apr. 4.
CHATEAU LAFITE, 4,000 tons. Sal., Apr. 28.
Travellers for France, Spain and Italy, Pyrennees, Pau,
Nice, &c., will save time and expense by talking this line.
Cabin including wine), \$50 and \$100; Steerage, \$25.
For passage apply to
F. LE BOULANGER, 46 Beaver-st.

FROM NEW-YORK TO LIVERPOOL VIA QUEENS-

GENERAL TRANSATLANTIC COMPANY.
Between New York and Havre.
Company's pier (new), No. 12 North River, foot of Morton-4t.
Traveliers by this line arould hold transit by English railway and the discomfort of crossing the Channel in a small
boat, Special train leaving the commany's dock at flavor direct for Paris on arrival of steamers. Baggage checked
at New York throngen to Paris.
AMERIQUE, same dil.
Wednesday, April 4, 2 p. m. 

GLIRICHS & CO., 2 Bowling Green.

GUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
Leaving Fer 38, N. R., foot of King st.
WYOMING Tuesday, April 3, 130 p. m.
ALASKA Tuesday, April 10, 7 s. m.
Tuesday, April 17, 130 p. m.
ARIZONA Tuesday, April 17, 130 p. m.
ARIZONA Statisfay, April 28, 9.30 s. m.
EFF These steamers are built of tron, in water-tight compartments, and are formabled with every requisite to make the passage across the Alaskade tooks afe and agreeable, have the passage across the Alaskade ooks afe and agreeable, have the passage across the Alaskade ooks afe and agreeable, have the passage across the Alaskade ooks afe and agreeable, have the passage across the Alaskade ooks afe and agreeable, have the passage across the Alaskade ooks afe and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable, have the passage across the Alaskade ooks after and agreeable and agreeable, have the passage across the Alaskade ooks after and agreeable and agreeable, have the passage and agreeable and agreeable, have the passage and agreeable and agreea INMAN ROYAL MAIL LINE STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
SARDINIAN STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
SATURDAY, April 7, 3p. m. CITY OF RICHMOND. SATURDAY, April 7, 3p. m. CITY OF BERLIN.
SATURDAY, April 28, 9a, m. CITY OF PARIS.
THURSDAY, May 3, 2p. m. CABIN PASSAGE, 26, 280 and \$100. Intermediate, \$40. STEIRRAGE, \$25. Propaid \$21.
For passage, detappy to the INMAN STEAMSHIP CO. Limited, 31 and 33 Broadway, N.Y.
Philadelphia Office, No. 105 Seats 4th.st.

Limited, 31 and 33 Rivadawly, A. T.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINE FOR CALIFORNIA, SANDWICH ISLANDS,
JAPAN, CHINA, NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.

From New-York pier foot Canal-st, N. R.
For the Isthmus of Panama.
COLON sails Theselar, April 40, noon.
Connecting for Central and South America and Mexico.
From San Francisco, 1st and Brannan sts.
For Japan and China.
O. E. O. SS. ARABIC sails Tuesday, April 10, 2 p. m.
Excursion Tickets between San Francisco and Yokohama at
Special rates.
For HONOLULU, NEW ZEALAND and AUSTRALIA,
CITY OF SYDNEY sails Saturday, April 7, 2 p. m.,
or on arrival of London units at San Francisco.
For freight, passage and general information, apply at Company's Office on the Pier foot Canal-st, North River.

DED STAR LINE. For Antwerp and Paris.

Ss. Stella, April 4, 330 a.m. 8- Zaandam, April 11, 9:30 a.m. 1st Cabin, \$70: 2d Cabin, \$50: Steering, \$20; preudd, \$20. H. CAZAUX. General Agent. 27 South William-8t., FUNCH, EDYE & CO., 27 S. Wilham-st., Freight Agta. 50 Fway, Gen. Pass. Agt. STATES AND GERMAN MAIL
Line for PLYMOUTH (London), CHERROURG (Paris),
and HAMBURG.
Westphalia, Thurs, April, 5 | FRISIA..., Thurs, April 12
SLLESIA, Saturday, April, 5 | FRISIA..., Thurs, April 12
SLLESIA, Saturday, April, 5 | FRISIA..., Thurs, April 19
Rates (to Paris extra): First Cabin, \$100; Second Cabin,
\$60, Steerage, \$30. First Cabin on Saturday Steamers, \$65
and \$70, Excursion rates greatly reduced. Send for "Tour.
lists Gazette."

ists Gazette." KUNHARDT & CO., Gen. Agts., No. 61 Broad st., N. Y., C. B. RICHARD & CO., Gen. Pass. Agts., 61 B'way, N. Y.

WHITE STAR LINE.

UNITED STATES AND ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.

NOTICE.—The steamers of this line take the Lane Route
recommended by Lleutenant Marry, U. S. N., on both the
outward and homeward voyages. at sea.
RATES, -Salson, \$60, \$80 and \$100. Return tickets of
favorable terms. Steerage from the Old Country, \$21, from
New-York, \$28.

New York, \$28.
These steamers carry neither cattle, sheep nor pigs.
For inspection of pians and other information apply at the
Company's offices, No. 37 Broadway, New York,
Company's offices, No. 37 Broadway, New York,
R. J. CORTIS, Agent,
BARRIFF & CATFEEL, Agents, Philadelphia.

# Steamboats and Railroads.

EHIGH VALLEY RAILROAD.—Passenger It trains leave depots foot of Cortlandi and Desbrosses stata 7:20 a. m., 3:40 and 7 p. m. for Easton, Bethlenem, Allentown, Beading, Manch Chunk, Wilkesburre, Towanda, Waverly, Ithacs, Geneva, Lyous, Buffalo and the West. Pullman through coaches rim daily. Local trains at 5:40 p. m. for Easton, Bethlehem and Coplay.

Trains leaving at 7:20 a. m., 1 and 5:40 p. m. connect for all points in Mahanov and Hazelton coal regions. Similay train local for Mauch Chunk, 8,15 a. m. Leave Mauch Chunk at 4 p. m. 4 p. m General Eastern Office, corner of Church and Cortlandt sts. E. B. BYINGTON, G. P. A. E. B. BYINGTON, G. P. A.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILBOAD,—Commencing November 6, 1882,
through trains will leave Grand Central Depot:
8 a. m., Western and Northern Express to Rochester and
Montreal, with drawing room cars; also to Saratoga.
8 40 a. m., Special Express for Chicago, daily, stopping only
at Albany, Syracuse, Rochester, Buffalo, Eric, Cleveland and
Toledo.

Toledo.

10 30 a. m., Chicago Express, frawing-room cars to Canandaigoa, Rochester and Burfalo.

11 a. m., to Albany and Troy, with connection to Utica, Saratoga, Giens Falls, Lake George and Rattland.

3.30 p. m., Albany and Troy special. Saturdays only,
4 p. m., Accommodation to Albany and Troy.
6 p. m. St. Louis Express, with sleeping cars for St. Louis; running through every day in the week; also Niagara Falls, Buffalo, Toledo and Detroit.

6.30 p. m., Express dally, except Sunday, with sleeping cars to Syracuse and to Auburn Road; also to Saratoga and Montreal. 9 p. m., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago and Rochester, Bullaio, Geverado, Joseph Gears to Albany and Lowville.

11 p. m., Night Express, with sleeping-cars to Albany and Trov. Connects with morning trains for the West and North. Tickets on saic at No. 5 Bowling-Green. 252 and 413 Broadway, and at Westoott's Express Offices, 3 Park olace and 785 and 942 Broadway, New-York, and 33 Washington-st., Brooklyn.

C. B. MEEKER.

J. M. TOUCEY, Gen. Sup't.

Gen. Passenger Agent.

NORWICH LINE
To Boston, Worcester, Nashna, Portland and the East.
The new Iron Steamer
CITY OF WORCESTER,
Without exception the most elegant boat on the Sound, and the favorite
CITY OF NEW YORK.
leave Pier No. 40, North River, for of Watts-at, next pier above Desbrosses at Ferry, daily, except sundays, at 5 p.m. RONDOUT AND KINGSTON LINE. At Steamer James W. Baldwin leaves every Monday, Wed-nesday and Friday at 1 o'clock from foot Harrison-st., maxing usual landlings and connecting with Uister & Delaware and Stony Clove R. M.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office, Pier 18, N. R., foot of Cortlandt-st.
Consignments of freight forwarded as directed to any part
of the world.

UNEQUALLED FACILITIES FOR DISPATOR. Orders received for delivery of all kinds of freight and mer-chandise to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR-

BOR LIGHTERAGE.
Freight of every description promptly lightered to any point Freight of every description promptly rightered to any point in the barbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHARTER FOR EXCURSIONS.

Steamers John H. Starin and Erastus Corning for NEW.

HAVEN, leave Pier 18, N. R., at 9 p. m. daily. (Saturdays

METROPOLIS EXPRESS CO., between New-York and New-Haven. Care and dispatch guaranteed.
Freight for points on D., L. & W. R. R. received at Pier 13. For New-Haven and points East at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Milestor

Ten Cents, via Steamers from Iron Pier 1, E it., foot of Whitehall-st. CENTRAL SHIPYARD, Communicaw, N. J .- Dry Decks Machine and Bolier Shops, everything apportaining to the construction and repair of vessels. Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WAST.

Trains inave from Ponnsylvanis RR. Dopots
19. m., accord Sunday, for Washington and Washington.
7 p. m., DAILY FAST EXPRESS, through sisoning coaches
to Chicago, Cincianati, St. Louis, Compacts for all points
West.

WALLY COMPANY. 7 p.m., DALLY PAST Ext. Date. Commods for at portion to Chicago, Cincinnati, St. Louis. Commods for at West. 12 MIDNIGHT, Daily for Washington and all points West. For Time Tables, Tickets, Steeping Berths and Baygage, Poply at Coungany's office, 315 and 12 Broadway, 338 Fulton apply at Coungany's office, 315 and 12 Broadway, 338 Fulton Ext. Broadway.

CENTRAL RAILROAD OF NEW-JERSEY.

— Station in New-York, foot of 12 mercy-as. Station in New-York, foot of 12 mercy-as. Station in Station in New-York, foot of 12 mercy-as. Station in Station in New-York, foot of 12 mercy-as. Station in Realized Commencing January 29, 1843. Leaven New-York, 6:45 a. m.—For Flemington, Easton, Wind Gap, Manch Churk, Framanend, Tamaqua, Haziston, Wind Gap, Scranton, Upper Lebitic, 4:5.

9 a. m.—For Flemington, High Bridge Brauch, Schooley's 9 a. m.—For Flemington, Easton, Allendown, Reading, Harrisburg, Manch Chunk, Williamsport, Tamagua, Nanticoke, Upper Lebitic, Scranton, 4:0.

1 p. m.—For Flemington, Easton, Allendown, Reading, Harrisburg, Manch Churk, Willesbarre, 4:0.

1 p. m.—For Flemington, Easton, Allendown, Reading, Harrisburg, Manch Churk, Wilesbarre, 4:0.

4 p. m.—For Flemington, High Bridge Branch, Schooley's Manch Chunk, Wilesbarre, 4:0.

5:30 a. m.—For Easton, Mentown, Reading, Harrisburg, Schooley and Intermediate stations, at 5:30 p. m. for Bound Brook, and intermediate stations, at 5:30 p. m. for Easton, Allentown, Reading, Harrisburg and the West.

For Newark at 5:45, 6:15, 6:45, 7:15, 7:30, 8:15, 8:30, 9:15, 10:30, 11:15, 12 p. m.

For trains to local points seathing tables at stations.

For Swarren and Perth Amboy at 5, 6, 8:15, 11:45 a. m.—For Freehold at 5, 8:15, 11:45 a. m., 12:15, 4:5, 8:50, For Keyport at 5, 8:15, 11:45 a. m., 1:15, 4, 4.5, 8 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 1:45, 4:5, 8 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 1:45, 4:5, 8 p. m.

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For Freehold at 5, 8:15, 11:45 a. m., 1:45, 4:5, 8 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 1:45, 4:5, 8 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 1:45, 4:5, 8 p. m.

PERTH AMBOY BRANCH.

For Sewaren and Perth Amboy at 5, 6, 8:15, 11:45 a. m., 4:5 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 4:5 p. m.

For Freehold at 5, 8:15, 11:45 a. m., 4:5 p. m.

For Keynort at 5, 8:15, 11:45 a. m., 4:5 p. m.

For Keynort at 8, 8:15, 11:45 a. m., 4:5 p. m.

NEW-JERSEY SOUTHERN RAILWAY.

STEAMER LEAVES PIER 3, N. R.

FOOT RECTOR 87: N.

For Highlands, Seabrigat, Monmouth Bench and Long Branch 4 p. m.

For Atlantic Highlands, 4 p. m.

Leave foot of Liberty-8, 8:15 a. m., 1:45, 4 p. m., for Lak3 wood, Manchester, Toms River, Baruserat, &c.

1:45 p. m. for Atlantic tity, Vinesland, Bridgeton, &a.

8:15 a. m. for stations to Highlands.

8:15 a. m. for stations to Highlands.

8:15 a. m. for stations to Sandy Hook.

NEW-YORK AND PHILADELPHIA.

Leave New-York from Stations to Sendrigat.

4 p. m. for Stations to Rough Hook.

Leave New-York from Stations at 8. m. (1.15, 9:30, 11:15)

For Philadelphia, N. infla and Greenous Sunday at 3:45 a. m., a. m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. on Sunday 8:45 a. m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. on Sunday 8:45 a. m., 1:30, 4:30, 5:30, 7, 30, 11:15 a. m., 1:30, 4:30, 5:30, 7, 30, 11:30, 6. 20, 9:15 a. m., 1:30, 4:30, 5:30, 7, 30, 11:30, 6. 20, 9:15 a. m., 1:30, 5:40, 6:43

w. W. STEARNS, Gen. Sup't. NEW-YORK AND LONG BRANCH R. R. Pennsylvania R. R., foot Cortlandsst. and Desirosses-st.
st. foot Liberty-st.
central R. R. of N. J., foot Liberty-st.
for South Amboy, via C. R. R of N. J., 5, 8:15 a. m., 1:45,
st. for Matawan, &c. via C. R. R. of N. J., 5, 8:15 a. m., 1:45,
for Matawan, &c. via C. R. R. of N. J., 5, 8:15 a. m., 1:45,
doy, 9 a. m. For Stateway, A. R., 9 a. m., 12 m., 330, 5 p. m. Aday, 9 a. m. For Red Punk, Long Branch, Ocean Grove, Asbury Park, For Red Punk, Long Branch, Ocean Grove, Asbury Park, Sea Girt, Pount Pieasant, &c., via C. R. R. of N. J., 5, 8:15 a. Sea Girt, Pount Pieasant, &c., via C. R. R. of M. J., 5, 8:15 a. Sea Girt, Pount Pieasant, &c., via C. R. R. of Sea Grove or Asbury Park), 9 sondays (not stopping at Ocean Grove or Asbury Park), 9

Singly and Soppins are partially as a superstance of the superstance o F. R. C. R. R. Of N. J. G. P. A., P. R. R. Ship L. F. R. E. R. H. WAY, now known as the NEW-Arrangement of trains from Chambers street Depot. Arrangement of trains from Chambers street Depot. Fa. m.—Chehmati and Chicago Day Express. Drawing-room Coaches to Buffaio and Suspension Bridgs. Cp. m. (Daily)—Fast st. Lonis Express, arriving at Buffaio at S a. m., connecting with fast trains to the West and Southerset. Pullman's best Drawing-room Sleeping Coaches to Buffaio. c midnight.

Paterson, 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45 3, 25, 4:40, 5, 5:10, 5:30, 6:10, 6:30, 7:25, 8, 10:30 p. m. and 12 duight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 12 mid-rate. 3:50, 4:40, 5, 5:10, 5:30, 6:10, 6:30, 7:25, 8, 10:30 p. m. and 12 midmight. Sundays, 6, 8:30, 10:20 a.m., 1:45, 6:30, 12 midmight. Nowark and Paterson via Newark, 6:45, 8:40, 11:30 a.m., 3:10, 4:20, 5:20, 6:10, 7:30 p. m., and 12 midmight Saturday hights only. Sundays, 9:15 a.m., 3:10, 6:30 p. m. Suffern, 6, 7:50, 10:20 a.m., 1:45, 3:30, 5, 8:10, 7:15 p. m., and 12 midmight. Sundays, 6, 8:30, 10:20 a.m., 1:45, 6:30 p. m. and 12 midmight. Sundays, 6, 8:30, 10:20 a.m., 1:46, 6:30 p. m. and 12 midmight. Sundays, 6, 8:30, 10:20 a.m., 1:46, 6:30 p. m. sunday, 8:30 a.m., 8:40, 8:30 a.m., 8:40 p. m. Sundays, 8:30 a.m., 8:40 p. m. Sunday, 8:30 a.m., 8:40 p. m. The 9 a.m. and 4:30 p. m. Sunday, 8:30 a.m., 8:40 p. m. The 9 a.m. and 4:30 p. m. Sunday, 8:30 p

Trains leave for Englewood Closter, Piermont and Nyack 7, 850, 10 a. m., 1, 3, 4, 450, 5:30, 6:40, 8:30 p. m., 12 mid-night, Snoadays, 9a, m. and 6:45 p. m., Namet, Spring Valley and Mousey, 7, 10 a. m., 4:50 p. m. Snoadays, 9a, 9b, m. days, D a. m. JNO. N. ABBOTT, Gen'i Pass'r Agent, New-York. FALL RIVER LINE for BOSTON and the EAST—PARES REDUCED, S3 to Boston, Lowell and Fitchburg; \$2 to Newport and Fall River, \$2.75 to New-Rediford, corresponding requestions to other points. Steamers NEWPORT and OLD COLONY leave New York on alternate days, sundays excepted, from Fier 28, North River, foot of Murray-st., 5 p. m. Connecting by Annex boat from Brooklyn (foot of Fulloy-st. 4:30 p. m.; Jersey City (from loot of Exchange-place) at 4 p. m.
BORDEN & LOVELLA Accents.

GEO. L. CONNOR, Gen'l Pass. Agent.

FOR BOSTON.

THE LATEST EVENING TRAIN.

With Pullman Sleepers, leaves Grand Central Depot at 11:35 NEW-YORK AND NEW-ENGLAND RAILROAD.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAILROADS—Steamers leave Catherine stip at 11:30 a.m., 3:00 p.m., 23d-st., East River, 3:10 p.m. Fare lower than by any other route. FOR NEW-HAVEN .- Steamers leave Peck

PENNSYLVANIA RAILROAD.
On and after March 8, 1883,
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.
Trains leave New-York via Desbrosses and Courtlands
Streets Perries as follows
Harrisburg, Pittsburg, the West and South, with Pullman
Palace Cars attached, 8 a. m., 6 and 8 p. m. daily, New-York
and Chicago Limited of Parior, Dimbg, Smoking and Sieeping Cars at 9 a. m. every day. Palace Cars attached, 8 a. m., 6 and 8 p. m. daily, New York and Chicago Limited of Parior, Dinning, Smooting and Sieeping Carsa 19 a. m. every day.
Williamsport, Lock Haven, 8 a. m., 8 p. m., Corry and Frie at 8 p. m., converting at Corry for Titusville, Petroleum Centre, and the 0il Regions.
Baltimore, Washington and the South, "Limited Washington Express" of Puliman Palace Cars daily, except Sunday, 10 a. m., arrive Washington and the South, "Limited Washington Express" of Puliman Palace Cars daily, except Sunday, 10 a. m., arrive Washington 4 p. m. Regular, via 8 and 9. R. R. at 5:15 and 8:30 a. m., 5:40 and 9. p. m., and 12 night; via 8. and 0. R. R., 1 and 7 p. m. and 12 night.
Sunday, via B. and P. R. R., 5 a. m., 9 p. m., and 12 night.
For Atlantic City, except Sunday, 5:15 a. m. and 1 p. m. On Sundays, 5 a. m. Through car on 1 p. m. train.
For Cape May, except Sunday, 5:15, 11:10 a. m. On Saturdays only 1 p. m.
Long Branch, Bay Head Junction, and intermediate starious, via Rahway and Amboy, 9 a. m., 12 noon, 3:30 and 5 p. m. On Sunday, 0 a. m., 12 noon, 3:30 and 5 p. m. On Sunday, 0 a. m., 12 noon, 3:30 and 5 p. m. On Sunday, 0 a. m., 2 noon of the control of the at Jersey City, affording a speedy and direct transfer for Brooklyn travel.

rains arrive—From Pittsburg, 6:20 and 11:20 a. m., 7:30 and 10:20 p. m. daily. From Washington and Baltimore, 6:30, 6:50 p. m., 3:50, 5:30, 9:25, 10:35 and 10:50 p. m. Sunday, 6:50, 6:50 a. m., 10:35 and 10:50 p. m. From Baltimore, 1:20 p. m., on Sunday, 9:35 p. m. From Philladelphia, 3:50, 6:20, 6:30, 6:50, 9:30, 6:40, 10:40; 11:40 a. m. 12, 2 s:50, 2:50, 2:50, 5:50, 6:50, 6:50, 6:50, 11:40 a. m., 6:20, 7:30, 9:35, 10:20, 10:35 and 10:50 p. m.

TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE LUTRAINS EACH WAY WEEK-DAYS AND B ON SUX-DAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP.
MENT, AND THE FASTEST TIME CONSISTENT
WITH ABSOLUTE SAFETY

Express Trains leave New York, via Desbrosses and Courbland-st, Ferries, as follows

(1.0, 7:20, 8, 8:30, 09 and 10 Limited), 11 a. m., 1, 3:20, 3:40, 4, 5, 6, 7, 8 and 9 p. m., and 12 might. Sundays, 5 X. (D.Limited), and 10 a. m., 4, 0, 7, 8 and 9 p. m., and 12 might. Express Trains leave New-York daily, except Sunday, at 7:20 a. m. and 4 p. m., tunning through via Treuton and Camdea.

Returning, trains leave Broad Street Stations Philadelphia, (Limited Express 1:30 p. m.), 1, 3, 4, 5, 5:25 Limited), 6, 6:30, 7:45, 8 and 8:20 p. m. On Sunday 12:01, 3:05, 3:20, 3:45, 6:30 a. m., 4, 6:25 Limited), 6:30, 7:45, 8 and 8:20 p. m. Leave Philadelphia via Camdea, 9 a. m. and 4:30 e. m. daily except Sunday.

Ticket Offices, 435, 8:49 and 9:44 Broadway, 1 Astor House and foot of Desbrosses and Courdand 5:21, 4 Court-st, and Brookiya Annex Station, foot of Faitonsia, Brookiya, Annex Station, foot of Faitonsia, Brookiya, Annex Station, foot of Faitonsia, Brookiya, Nos. 114, 115 and 118 Hudson-st, Hoboken; Station, Jersey City-Emigrant Ticket Offices, No. 8 Battery Place and Castle Garden.

The New-York Transfer Company will call or and check

den. New-York Transfer Company will call or and check baggage from hotels and residences.
CHARLES E. PUGH,
General Manager.
DOPULAR SHORE LINE.

POPULAR SHORE LINE.
FOR PROVIDENCE, BOSTON AND THE EAST.
ALL RAIL FROM GRAND CENTRAL DEPOT.
Three Express trains daily (Sundays excepted) to floation to Sa. m., 2 p. m. (pariot car attached), and 10 p. m. (with paise oscieping cars).
Sundays at 10 p. m. (with paise eleciping cars).
F. W. POPPLE, Agent.

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